

DODGE BROTHERS MOTOR CAR

You can feel sure that the car is exactly as good as it looks if you will remember the wide experience which Dodge Brothers have had in motor car construction.

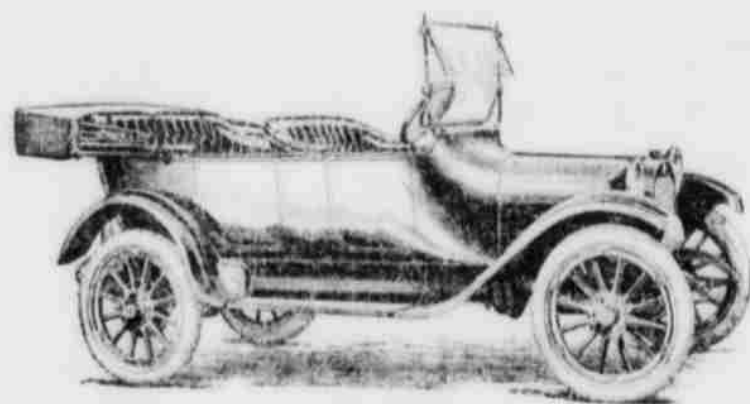
Surely it is not assuming too much for, example, to say that Dodge Brothers should be skilled in auto construction as they have manufactured as many as 225,000 rear axles for years.

The wheel case is 110 inches. The price is \$785 f. o. b. Detroit.

W. E. Groendycke

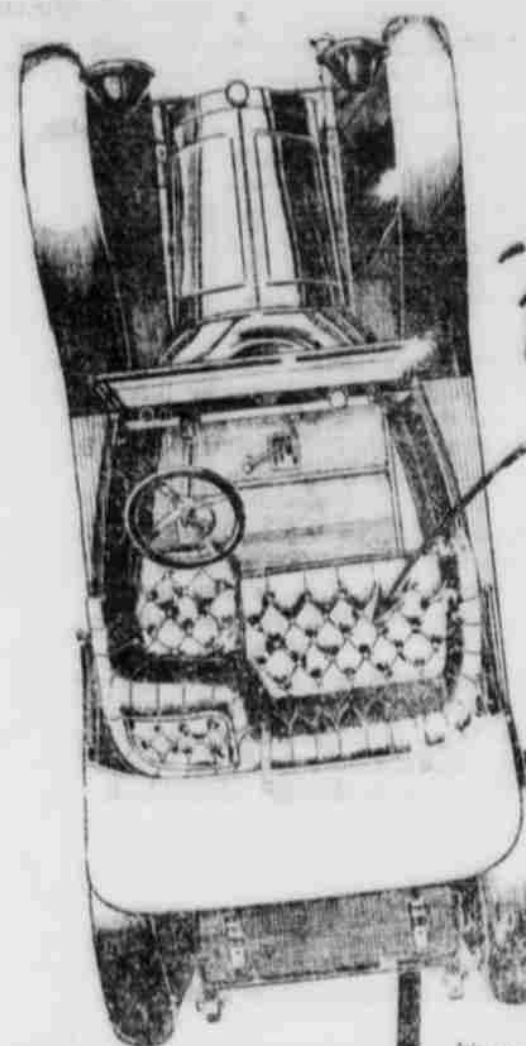
Panhandle Distributor.

110 West Fifth St. Amarillo, Texas.



DIARY OF AN OLD CONFED- ERATE SOLDIER

June 1864.
June 1. I was under fire all day or pike, at night. Hot and dry.
June 2. We were behind the breastworks till evening, then charged the Blues in their works, drove them out and held their line all night. A few of a time were allowed to sleep with their clothes on and their guns by their sides ready for use at a moment's notice. As the weather was hot and dusty and I had no time to bathe my feet. With my shoes on all the time, my feet became sore, and I suffered continually but had to obey the order. Hot and dry.
June 3. We were building breastworks all day, fell back at night to a new line and worked all night on the new line. Cloudy and hot.
June 4. We were behind the breastworks ready for action day and night. Cloudy.
June 5 and 6. We were still behind our breastworks ready for action. There was no skin left on the bottom of my feet. Cloudy.
June 7. I was on picket for 24 hours with no sleep. Hot.
June 8. We were still all day. Some cooler.
June 9. We moved to the right and were held in readiness for a battle. "Dad" Crockett, a member of my company, was wounded at the first battle of Bull Run. He was shot through the left shoulder and frequently pieces of the bone would be working out through the flesh. He could not stay with us much. He had come back a few days before and was on picket. Sixteen of the Blues came to him and surrounded, saying that they were nearly sure he was dead kept the cracker train back from them. Hot and dry.
June 10, 11 and 12. We were held in readiness to move at a moment's notice. Hot.
June 13. We left the line and marched all day westward, going a distance of 25 miles. Hot.
June 14. We marched 25 miles farther. Hot.
June 15. We marched 25 miles again and reached Gordonsville.
June 16. We reached Charlottesville after still another 25 mile march have marched 10 miles in four days. By this time my feet were raw and both on them and bottom. The doctor of the Fourth Regiment who was a comrade of mine, wanted to leave me at Charlottesville. "No," I said to him, "the Blues are between me and my home. I am going as long as I can." We were placed in hoveys and started to Lynchburg. Hot.
June 17. The next morning the engine came out and we lay there the rest of the night till the next day. Hot.
June 18. We reached Lynchburg, went to the fair ground and in the evening formed in line of battle. The Blues were shelling that part of the city when we reached there. We lay in line all night thinking every minute that we would be in a battle the next. But the Blues learned, by some means, that more troops had reached them. They thought back to move back the way had come and in the morning, as followed close behind them. Hot.
June 19. We marched 21 miles with the Blues in full retreat. Hot.
June 20. We reached the gap in the Blue Ridge. The Blues made a stand but we soon made them move again with some loss. Hot.
June 21. We reached a point near Salem. The Blues had gone into West Virginia. Hot.
June 22. As there were no Blues here or on the line, I decided to go and see General Terry and get a permit to go to the rear, till my feet got well. It could not be done, but I could not give up a fortnight but that it should go by, would see that I would not be killed. I told him that I could not go that way, that I would have something to show him I was a soldier. So I went back to the doctor and told him the general had said, I told him to give me a permit to go to the rear till my feet got well. He gave me the permit and I started at once, early in the morning, and at 1 o'clock in the afternoon I was ten miles on the way, of time on a log, in misery with my feet. I saw some one coming down the road and said to myself that I would get that horse if I could and go home tonight. It proved to be my uncle on the horse. I told him my condition and told him to get down and let me have his horse so I could go home that night. A little after dark I was at home. Hot.
June 23, 24 and 25. I was at home. My mother and my wife took charge of my feet and bathed and soothed them every day. Hot and dry.
June 26. One of my uncles was here. Hot, on the shade.
June 27. I was at home. Some rain.
June 28, 29 and 30 I was still at home, on shoes on. Hot.
July 1863.
July 1. I was at home suffering with my feet. Hot.
July 2, 3, 4, 5 and 6. I was still at home suffering with my feet.
July 7. I was at home. Fine rain.
July 8. William Barnett was here. Pleasant.
July 9. I was at home. Clear and hot.
July 10. One of my uncles was here. Clear and hot.
July 11. I was at home. Clear and hot.
July 12. I was at home. It will be here. Clear and hot.
July 13. I was at home. Clear and hot.
July 14. I was at home. It Webster was here. Clear and hot.
July 15. I was at home. F. Lee was here. Rain most all day.
July 16. I was at home. Warm.
July 17. I was at Sabbath School. Warm.
July 18. I was at home. Warm.
July 19. I was around the home place. Warm.
July 20. I was erecting wheat. Hard rain in the evening.
July 21, 22, 23, 24 and 25. I was at home. Clear and pleasant.
July 26. I left for the army, reaching Lynchburg in the evening and went to the provost marshal to get transportation to Staunton. He first refused to give it to me, he wanted to put me in charge of an officer who would have for there in a few days. I said "Not much will you do that. If you can not give me transportation I can pay my way" and I started out. I got to the door when I was called back and given my transportation. I went back to the hotel, got my supper, bed and breakfast and paid \$30 for the two meals and bed. When I left home this morning my wife came part of the way with me to the depot.
Note.—Now young man and young lady, think for a moment how you could feel so part with your wife or husband, not knowing but that the next report would be that of the young husband's death on the battlefield. No doubt this was the feeling of my wife. I know it was my feeling that this might be the last time that I would see my wife in this world. Now think of the war in the old country. I think there are some men in America who believe that our country should take a hand in it. Every man who has such a notion might to be sent over there right away. But now, who advocates such a thing would be the last one to go. Young men take my advice and never support a man who advocates war. I have been there. I know what it means. Hot.
July 27. I reached Staunton. A man got with me on the way and said we would stay together till we got to the army, but when we got to Staunton a lieutenant was there in charge of about a hundred men who were on their way to the army from the hospital at Richmond. He wanted me to fall in with him. I told him that we did not belong in the army and that I could not fall in. He said he would take me through the lines and let me follow as far as I could. I finally told him that he had better let me go back to my home if he could not let me follow. He said he would not let me go back. I then told him that I would follow him. We went 34 miles to reach the army and he put him and his troops there by the way. Hot.
July 28. We continued to Staunton. The 1st day. Hot.
Note. My family was a comrade of the General, but was a loyal Confederate.
July 29. We marched to Winchester. Hot.
July 30. We got to Winchester. Hot and dry.
July 31. We found the army at Parkville. Hot and dry.
JOSEPH H. BOWMAN
(To be Continued)



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Plenty of room for
THREE



You see, this Studebaker Roadster wasn't built for TWO like the average roadster is—but for THREE, in case you wanted to take along another passenger or so. And it's built, too, for THREE people's COMFORT.

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Amarillo, Texas

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Amarillo, Texas, 3-1-15, 1915.

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The new Spring Styles in our Ladies' and Men's Ready-to-Wear Department are now ready for your inspection, and as we would like to have you to come early to make your selection while it is the first of the season. We are giving away a certificate which will entitle you to get a rebate of \$2.50 on your Ladies Suit or Coat, or one \$3.00 Hat free with your Men's Suit.

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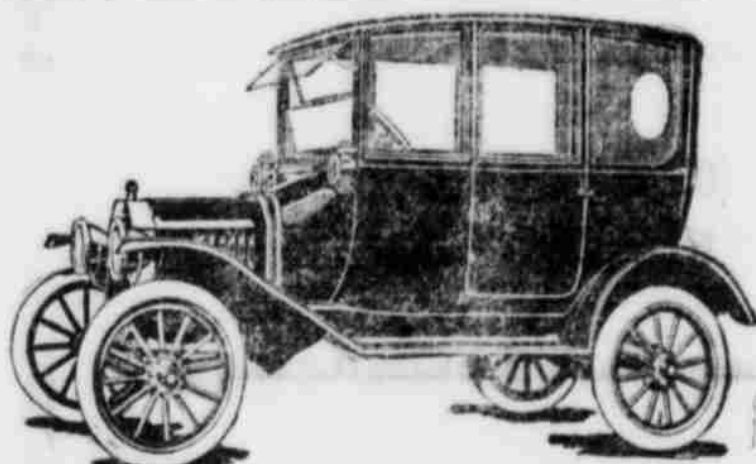
ENGLISH LAUNCHING POWER MERCHANTMEN

LONDON, Feb. 27.—Great Britain's output of new merchant ships during 1914 shows a decrease of 25,600 tons over the record year of 1913, at the same time the past year's building of 454 vessels of 6,000,000 tons will compare favorably with any other good period.

Of the vessels launched in 1914 the Lloyd's Register is its summary, a fourth of the tonnage went to other countries, of which Italy was the largest single buyer. The Lloyd's Register also records that in Great Britain in ship construction, followed by the U. S., the West Indies, Middle East and India.

Details, the United Kingdom there was building 2,125,000 tons of ships, a decrease of 25,600 tons as compared with 1913, according to the statistics, with 2,125,000 tons, the United States, 1,125,000 tons and France 1,125,000 tons.

Warship tonnage is not included in these returns.



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